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APRIL 1936

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BORIS STERN, Editor

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YOUTH AND THE LABOR MARKET

BY
AUBREY WILLIAMS, EXECUTIVE DIRECTOR
NATIONAL YOUTH ADMINISTRATION

During the last 6 years hundreds of thousands of young men and women have left or have been graduated from school and college to enter a labor market which could absorb only a few of them. Ambitious, industrious, and keen, these young people have found few opportunities to prove their worth. Much against their will many have been forced to remain idle. The most recent reliable estimate of the number of young people on relief has put the figure at nearly three million.

Almost from its inception the depression has raised many problems for youth to solve. There is the problem of getting a job without work experience. There is the problem of discovering for what job one would be best qualified when there have been no opportunities to test one's abilities. There is the problem of selecting a profession which is not overcrowded and which offers a reasonable opportunity of advancement.

One way of meeting some of these problems suggested itself as early as 1930. It was to keep young people out of the labor market by persuading them to stay longer in school and college. "Stay at school" drives were therefore inaugurated. Between 1930 and 1932 high-school enrollments for the country increased almost 14 percent and college registrations, despite the expense involved, increased 4 percent.

But family incomes were becoming smaller and it was becoming more difficult for students to get jobs which would help them earn their way through college. Accordingly, in February 1934, the Federal Government instituted its college-aid program. By working at jobs selected and supervised by college authorities, students were enabled to earn an average of $15 a month. Under the National Youth Administration this student-aid program was extended to include secondary school and postgraduate students. School students can now earn an average of $6 a month and postgraduate students an average of $25 and $30 a month.

The work these students perform varies according to their abilities. School students are acting as secretaries to principals and teachers, assisting with the grading of papers, repairing classroom and playground equipment, and performing other tasks of an equally useful nature. College and graduate students are engaged in more highly skilled work. They are assisting in libraries and museums. They are helping professors with research work in such subjects as sociology, agricultural biology, and chemical engineering. They have off-campus jobs in hospitals and in the offices of local and national governmental agencies. Some 300,000 students are now participating in this phase of the Youth Administration's program, towards the carrying out of which approximately $27,000,000 has been appropriated.

But further schooling is not what many of these young people need. They want jobs, and many are bewildered by the problem of selecting or finding a job. To help such young people the N.Y.A. is encouraging the establishment of special job counseling and placement services for youth in public employment offices. Junior employment counselors have been placed in 24 selected communities throughout the United States. These

Courtesy of *National Youth Administration*

YOUTH COMES TO REGISTER

counselors are helping to evaluate the capabilities of young people and are trying to find regular jobs for them in private industry.

In addition, many young men and women, largely from relief families, are being placed on N.Y.A. work projects. These projects are of four broad types -- youth community development and recreational leadership, rural youth development, public service, and research. Wherever possible the project is sponsored by a local cooperating agency. The Recreation Department of the city of Boston, for example, knows far better than any one in Washington can what are the recreational facilities and the needs of Boston. Perhaps tennis courts or swimming pools should be built. Perhaps more playground assistants are needed to supervise skating rinks or baseball teams. Or perhaps, according to the Juvenile Court, there is a pressing need for a study of juvenile delinquency.

Projects therefore vary from State to State and from community to community. Texas has a State-wide project of improvement and beautification of highways. Connecticut has a research project especially designed for rural youth which involves a laboratory and field investigation of cereal and forage insect pests. In North Carolina and other States young people are helping in the spread of sanitation and general public-health practices. Other States are conducting research projects to secure data and information on the local history of counties and towns which will be placed in libraries.

Training and work experience opportunities are being provided young people not only through work projects but through the encouragement of apprenticeship training and the training camps for young women. The Federal Committee on Apprentice Training, created by President Roosevelt in 1934, and its affiliated State committees are acting as the agents of the National Youth Administration in handling the problem of apprenticeship. State committees, composed of representatives of business, labor, vocational education, public employment, and other fields, have been set up to see that no individual employer trains too many apprentices, that there is no exploitation of the apprentice, and that the basic wage and hour standards laid down by the Federal Committee are adhered to. Apprenticeships are set up only in crafts requiring at least 1 year of training.

Training camps for women, begun under the F.E.R.A. in 1934, were taken over during the summer of 1935 by the Youth Administration. Similar in certain respects to the C.C.C. camps, these camps for women differ in that their purpose is to train rather than to provide work. The young women, therefore, do not receive compensation for their term in camp. The curriculum of the camps provides opportunities for workers' education, adjustment counseling, health education, and work in the creative arts. To date, more than 3,000 young women have attended these camps.

It is clear that the N.Y.A. offers no final solution of youths' problems. Their difficulties can be solved only when our economic structure is so adjusted that business and industry and agriculture can absorb the millions, both young and old, who are now unemployed. In the meantime, these underprivileged human beings must be given a helping hand. They must have food and clothing. They must have jobs which will enable them to save their skills and, above all, their self-respect. In the case of young people it is especially important to maintain their morale by providing them with educational, recreational, and work opportunities. These constitute the immediate objectives of the National Youth Administration.

Reemployment Opportunities for Woman Workers in New England

The development of new industries and the adjustment of certain services to make use of the natural resources and the available supply of skilled female labor in New England have been recommended by the Women's Bureau of the U. S. Department of Labor as a means of putting some of New England's jobless women back to work. These recommendations are based on a survey, made by the Women's Bureau at the request of 14 New England organizations, of reemployment possibilities in that region. The survey dealt not only with the problems of unemployed women and their special skills, but also with the productive resources of the region and the current consumer needs.

About one-half of the unemployed factory-trained women in Massachusetts in the beginning of 1934 had worked in the cotton, shoe, and woolen industries. In the large textile centers of Fall River and New Bedford the story in 1935 was one of continuous unemployment, with no opportunities for the jobless woman textile operators to find work. In the "Old Colony Area" surrounding and including Brockton, the chief section producing men's shoes, extensive unemployment prevailed in 1935, with no promise for many woman shoe workers to be reemployed in the shoe industry or in other lines of work. Although more favorable conditions were found in the woolen and worsted and

certain other industries, the study concludes that if the thousands of women in cotton textile and shoe towns are to be brought back to work and job opportunities created for the younger women, new industries must be developed and existing services extended to meet new consumer demands. However, if real gains are to be made, any program of reemployment must be accompanied by adequate standards for wages, hours, and working conditions. New jobs based on substandard employment conditions are of little or no value, as the community has to subsidize through relief measures the low wages paid.

REEMPLOYMENT FOR FACTORY WORKERS

One recommendation made by the Women's Bureau for a new industry combines the resources of the New England seacoast with the skill of its factory-trained women. The survey points out that a definite need exists for a new canned-fish staple, meeting the same household requirement and sold at about the same price as canned salmon. It is estimated that with an output equal in value to half that of the salmon industry in 1934, the new industry could give employment at reasonable hours and rates of pay to many seacoast men and women for 9 months of the year.

New England waters are also well stocked with the sort of fish which is used in finely flavored, salt, and spiced fish specialty products. Properly introduced to the consumer, these fish specialties could provide wage earners with an annual pay roll of approximately $2,500,000.

New England also has the resources to become a sports goods manufacturing center and to capture this growing market. Boston is the largest American market for wool and sole leather, and New England's mills can supply the finest quality yarns. The Women's Bureau sees in the demand for sports clothing and sports equipment, such as is used in camping, hiking, skating, skiing, and sailing, an opportunity to put back to work some of New England's thousands of unemployed textile and leather workers.

Another consumer demand not yet met is that for a staple glove fabric for winter street gloves so finished as to combine warmth and softness with tenacity of shape. The survey calls attention to the fact that Fall River is noted for its finishing of cotton goods, and Lawrence and Lowell are famous as wool centers. It therefore raises the question: "Can the experts in these cities, working with glove manufacturers, solve this problem and bring to Massachusetts a new wool-glove fabric and a wool glove-making industry?" If so, here is a new impetus to factory employment.

REEMPLOYMENT FOR WHITE COLLAR EMPLOYEES

The unemployment situation among woman office workers and teachers in New England is also serious. Figures clearly indicate that far too many New England girls are being trained as stenographers and typists and as teachers. A comparison of the numbers trained in Boston schools for these occupations with the actual number of placements made shows a large oversupply of workers for these types of occupation.

The study raises the question as to whether the time is not ripe for our schools so to change their vocational courses as to enable girls to train for different and newer vocations. Group care of the preschool children, week-end and holiday supervision of children under 10, and children's camps during summer vacations, both at home and at resorts, were indicated by representative mothers in Boston's suburbs as samples of the possible newer fields for profitable employment for girls. The setting up of a centrally managed child care service, with a number of local units organized in cooperation with local mothers' groups, is both desirable and feasible. Such a service would provide executive and supervisory positions for a number of women with extensive nursery-school training. Positions for helpers to these specialists would also be opened up in the many local units. These could be filled by high-school graduates who now regard clerical positions as their only chance for adequate earnings.

EARNINGS OF AUTOMOBILE WORKERS IN 1934

The average wage income of employees in the motor-vehicle industry during 1934 was approximately $900, according to a study recently completed by the Bureau of Labor Statistics. Workers employed in factories assembling finished automobiles averaged $941, as against an average of $777 made by those engaged in the production of automotive parts and equipment. Assembly-plant workers also averaged longer hours per week and higher hourly and weekly earnings than those employed in the automotive-parts division of the industry.

ANNUAL EARNINGS

Despite the high rates of hourly earnings which are characteristic of the automobile industry, annual earnings of many workers were not as high in 1934 as might have been expected. This was largely due to the irregularity of employment which prevailed in the industry. Employment and payroll records of more than 143,000 workers in automobile assembly and parts establishments revealed that in 1934 these workers averaged 37.7 weeks of employment, or 73 percent of the possible working time during the year.

Approximately one-third of the workers were employed continuously (50 weeks or more) in the assembly and the parts divisions of the industry. However, one-fourth of the workers employed in assembly plants during the peak season in April 1934 were employed less than 27 weeks of the year. In the parts division one-fourth of the men had less than 24 weeks of employment.

Male wage earners averaged 37.8 weeks of employment during the year and received an annual income averaging $923. Had full-time employment been available at the average weekly rate of $24.35, which prevailed during the slack period in September 1934, these workers would have earned $340 more during the year. At the weekly rate of $27.45, which prevailed in the industry in the peak of activity in April 1934, their income for the year would have been $500 greater.

TESTING CONNECTING RODS

Courtesy of General Motors Corporation

Employment in assembly plants was somewhat more steady and the annual earnings of the workers considerably larger than those of the workers employed in the parts division of the industry. Male assembly workers averaged 38.1 weeks of employment during 1934, and earned an average of $953 for the year. Less than 10 percent of these workers earned more than $1,600 for the year. Approximately one-third made between $900 and $1,300. One out of every four workers earned less than $600.

In the automotive-parts establishments male employees averaged 36.8 weeks of employment and received an annual average income of $819. Nearly one-third of these employees averaged between $700 and $1,100 during the year, and one out of every four made less than $350.

Only a small proportion of the workers employed in the automobile industry supplemented their regular incomes by work in plants other than those in which they were regularly employed. These supplementary earnings ranged in amounts up to $64 per annum. However, it was found by the Women's Bureau of the U. S. Department of Labor that two-thirds of those who earned as much as $200, four-fifths of those who earned as much as $500, and nine-tenths of those who earned $800 or more per year from regular employment in 1934 received no additional income by working in other establishments inside or outside the motor-vehicle industry.

The estimated annual earnings of workers employed in the motor-vehicle industry, inclusive of their supplementary incomes, indicate that out of every 1,000 workers employed in 1934 --

191	earned	less	than	$500
393	"	"	"	$800
619	"	"	"	$1,100
847	"	"	"	$1,400
945	"	"	"	$1,700
983	"	"	"	$2,000

HOURLY EARNINGS

Few of the major industries in the United States paid their workers as much per hour during 1934 as did the motor-vehicle industry. For the industry as a whole, workers on the pay roll averaged 68.9 cents per hour in April and 70.7 cents per hour in September. In slack seasons employment of the lower-paid workers, such as males who earn between 35 and 65 cents per hour and females who earn less than 45 cents per hour, is curtailed more drastically than that of the higher-paid employees. This accounts for the slightly higher average hourly earnings in the slack September season, as compared with the busy April season.

Male factory workers in assembly plants averaged 73 cents per hour in April and 74.6 cents per hour in September 1934. In automotive-parts establishments they averaged 65.1 cents per hour in April, as against 66.3 cents in September.

WEEKLY EARNINGS

Earnings for all automobile workers, including male and female factory and office employees in both assembly and parts establishments, averaged $2.90 (11 percent) less per week in September than in April 1934. Their earnings declined from $26.60 in April to $23.70 in September. During the same period the weekly earnings of male factory workers, who comprise 85 percent of all the employees in the industry, declined by about 12 percent, from $27.50 to $24.25.

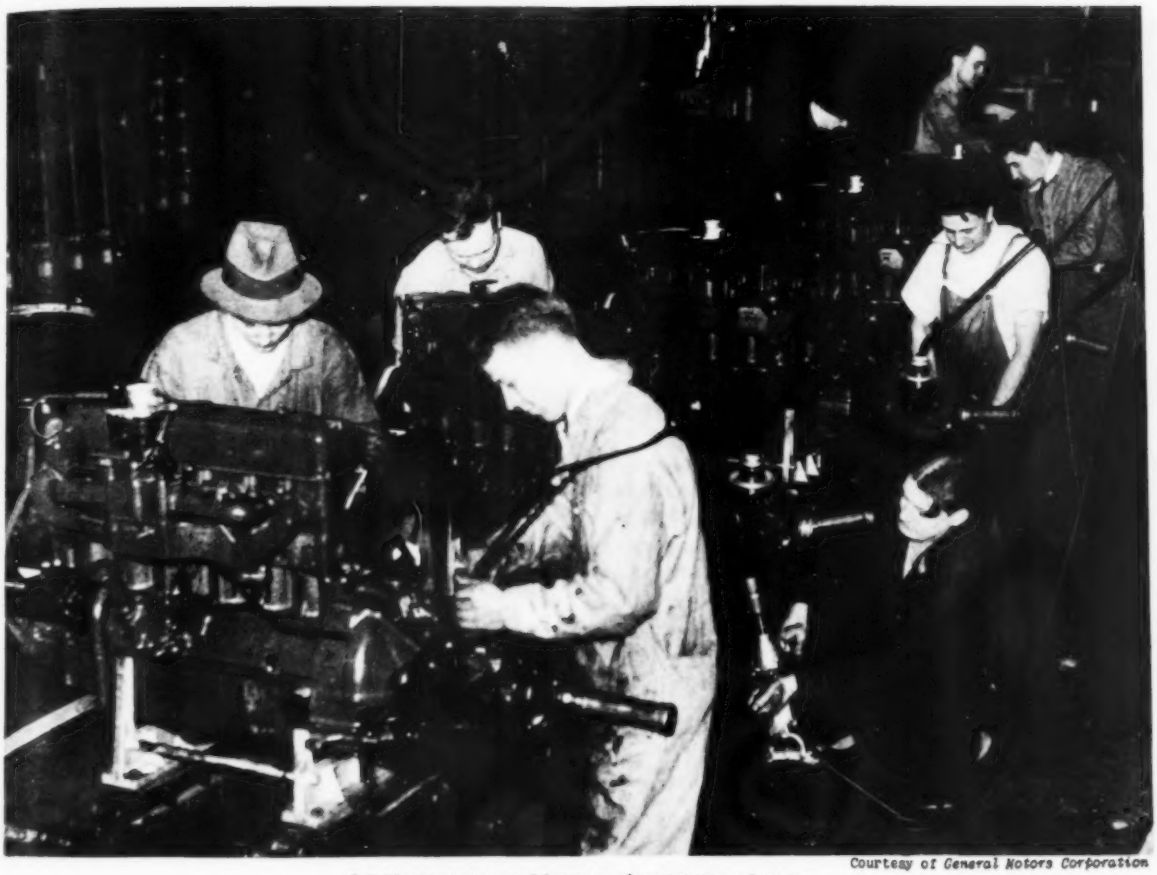
Out of every 1,000 male workers employed in the industry in --

		Per week
April 1934,	174	earned less than $20
	147	earned between $20 and $24
	296	earned between $24 and $30
	314	earned between $30 and $40
	69	earned $40 or more
September 1934,	295	earned less than $20
	147	earned between $20 and $24
	228	earned between $24 and $30
	173	earned between $30 and $40
	57	earned $40 or more

In assembly plants, employed male factory workers averaged approximately $28.45 per week in April and $25.20 per week in September 1934. In parts establishments male workers earned on the average $24.70 per week in April and $20.90 per week in September.

SEASONAL FLUCTUATIONS IN THE INDUSTRY

Wide seasonal fluctuations in production, employment, and earnings constitute one of the outstanding problems in the motor-vehicle industry. As a result of these fluctuations during the period between 1923 and 1934, production of automobiles during the slackest months declined to levels varying from 19 to 78 percent of the output in peak months. Production of parts has been somewhat more regular, due to the demand for replacement parts in addition to original equipment for new cars.



Courtesy of *General Motors Corporation*

AT WORK ON A MOTOR ASSEMBLY LINE

During the same interval from 1923 to 1934, fluctuations in automobile-factory employment caused employment in the least busy months to fall to levels varying from 57 to 83 percent of the employment available in the most busy months. The average decline in employment between peak and slack months was about 30 percent. It amounted to 42 percent in 1934.

Seasonal variations in employment were also accompanied by large changes in the weekly hours of work. These changes, however, were not so large as the variations in employment. In assembly plants the average hours per week declined 22 percent from the peak to the low production month in 1934, while employment dropped by 48 percent. In the parts division weekly hours declined 35 percent, while employment declined 44 percent between the peak and low months in 1934.

The concentration of the increased demand for new cars in the spring months, coupled with the introduction of new models late in January, has been regarded as the principal cause of the violent seasonal fluctuations which have prevailed in the automobile industry. Late in 1935 an attempt was made to stabilize employment and to provide more regular earnings for the workers by advancing the date for the introduction of new models from January to November. No data are as yet available to determine the effects of this change on annual employment. It is expected that this move will spread the demand for new cars over a longer period and thus mitigate the evils of the seasonal ups and downs in the industry.

CHANGES IN RETAIL FOOD PRICES, 1929-1936

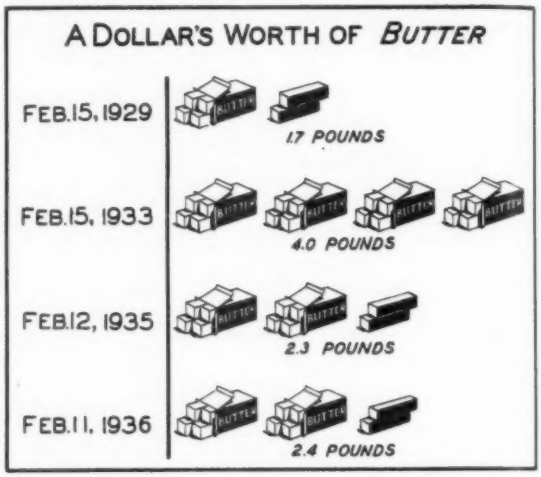
STELLA STEWART
BUREAU OF LABOR STATISTICS

More bread, butter, milk, eggs, coffee, etc., could be bought at retail for $1 in February 1936 than in the corresponding month of 1929. Retail food prices in February 1936 were 27 percent lower than in February 1929. However, they were 24 percent higher than in February 1933.

The Bureau of Labor Statistics receives reports every other week of prevailing retail food prices from grocers, bakers, dairymen, and other food dealers located in 64 cities throughout the United States. These reports contain prices on 84 specified brands of foods normally consumed by wage earners' families. Prices are kept comparable as to brand and size of package and are reduced to a common unit, such as a peck of potatoes, a pound of bread, etc. Average prices are then calculated for the various cities and for the country as a whole.*

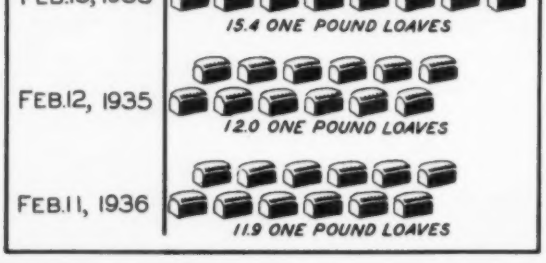
BUTTER

A pound of butter cost 41.8 cents in February 1936, as against 25 cents in February 1933 and 59 cents in February 1929. It was slightly lower this February than in February a year ago.



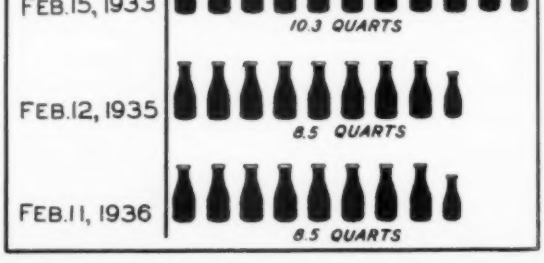
BREAD

The retail price of a pound loaf of bread averaged 8.4 cents in February 1936. It was nearly 2 cents higher than in the same month of 1933, and one-half cent lower than in February 1929.



MILK

The average cost of a quart of milk in February 1936 was 11.8 cents, or the same as in February a year ago. It was nearly 22 percent higher than in February 1933, and about 18 percent lower than in February 1929.



* The Bureau of Labor Statistics takes this opportunity to express its gratitude to the thousands of food dealers, without whose voluntary cooperation this task could not be performed.

EGGS

The price of a dozen eggs in February 1936 was 36.8 cents. This was 10 percent below the February 1935 price and 30 percent below that of February 1929. Compared with February 1933, eggs were higher by 56 percent.

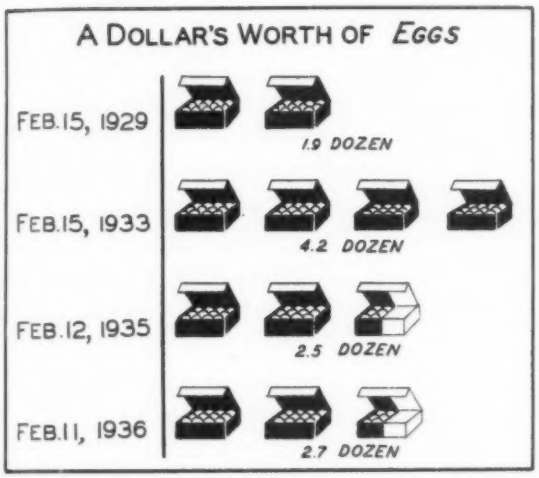
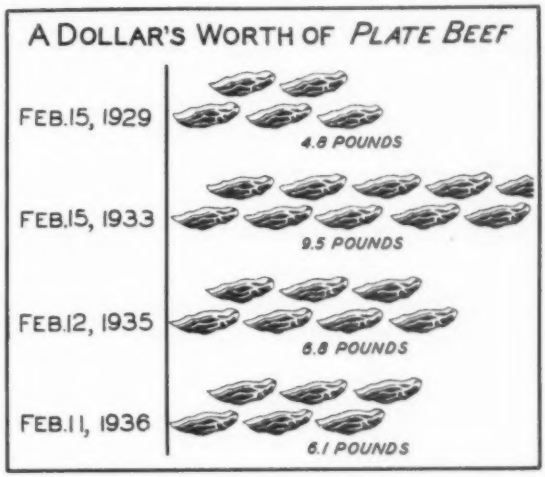


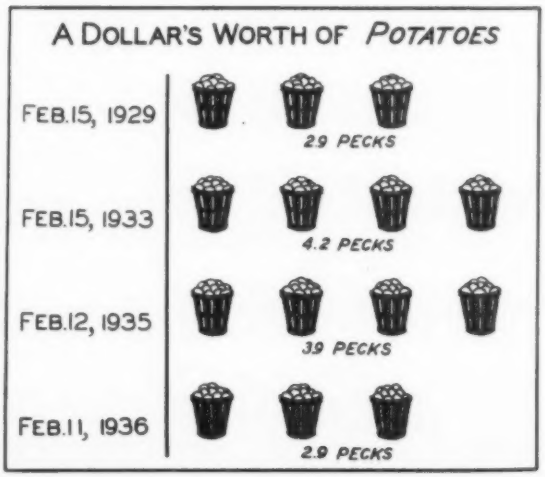
PLATE BEEF

The average retail price of a pound of plate beef was 16.5 cents in February 1936, as compared with 14.7 cents in February a year ago, 10.5 cents in February 1933, and 20.8 cents in February 1929.



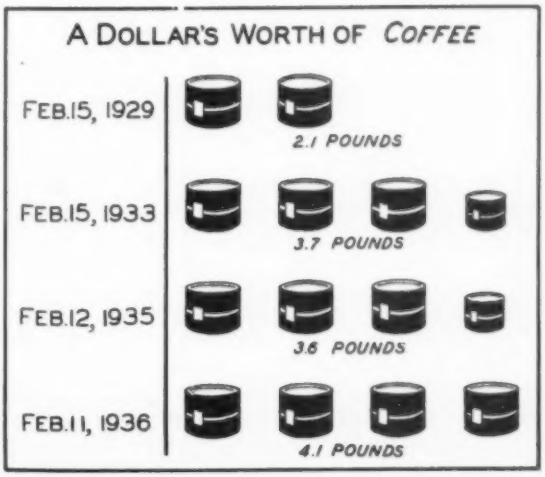
POTATOES

On the average, a peck of potatoes cost 34.5 cents in February 1936 -- the same as in February 1929. Prices this February, however, were 35 percent higher than in February 1935, and nearly 44 percent higher than in February 1933.



COFFEE

A pound of coffee cost 24.2 cents in February 1936, or only half as much as in the corresponding month of 1929. The retail price of coffee this February was about 12 percent lower than in February 1935, and 11 percent lower than in February 1933.



THE COST OF LIVING IN JANUARY 1936

Living costs for wage earners and lower-salaried employees advanced slightly between October 15, 1935 and January 15, 1936. Increases occurred in 29 of the 32 cities surveyed by the Bureau of Labor Statistics. The rise of seven-tenths of 1 percent over the 3-month period was due principally to higher food prices, although slight increases were also reported in clothing, rent, and fuel and light. Living costs on January 15, 1936 were 3 percent higher than in November 1934, and 9 percent higher than in June 1933, the low point since the war. They were 18 percent lower than in December 1928.

Food costs rose in all but three cities between October 15, 1935 and January 15, 1936. Twenty-two cities reported increased costs of clothing. In Buffalo and Philadelphia the rise amounted to more than 1 percent. Rental costs advanced in 21 cities. The largest increase (1.8 percent) occurred in Detroit. Fuel and light costs advanced on the average seven-tenths of 1 percent. Increases in these costs were reported by 20 cities.

CHANGES IN THE COST OF LIVING IN 15 SELECTED CITIES

AREA AND CITY	PERCENTAGE INCREASE (+) OR DECREASE (-)				
	OCTOBER 15, 1935 to JANUARY 15, 1936	NOVEMBER 15, 1934 to JANUARY 15, 1936	DECEMBER 1933 to JANUARY 15, 1936	DECEMBER 1928 to JANUARY 15, 1936	1923-25 AVERAGE to JANUARY 15, 1936
Average for the United States.	+ 0.7	+ 2.9	+ 5.3	- 18.2	- 18.7
NORTH ATLANTIC:					
Boston	+ .1	+ 1.2	+ 4.1	- 17.8	- 17.0
New York	+ .9	+ 2.5	+ 4.5	- 16.7	- 15.8
Portland, Me.	+ .4	+ 1.0	+ 3.3	- 14.7	- 14.7
SOUTH ATLANTIC:					
Atlanta	+ .1	+ 3.3	+ 6.7	- 19.3	- 20.3
Baltimore	+ .9	+ 3.4	+ 5.2	- 13.6	- 14.4
Jacksonville	+ .6	+ 2.9	+ 5.2	- 19.2	- 20.6
NORTH CENTRAL:					
Chicago	+ .8	+ 4.4	+ 5.9	- 22.8	- 23.3
Detroit	+ 1.1	+ 6.7	+11.0	- 20.4	- 22.3
St. Louis	+ 1.2	+ 3.4	+ 6.6	- 17.7	- 17.9
SOUTH CENTRAL:					
Birmingham	- .4	+ 2.1	+ 6.8	- 23.1	- 25.0
Houston	+ 1.2	+ 2.6	+ 6.5	- 17.7	- 19.7
New Orleans	+ .3	+ .9	+ 3.3	- 18.0	- 18.3
WESTERN;					
Denver	+ .9	+ 3.2	+ 7.2	- 15.3	- 18.5
San Francisco	+ .6	+ .8	+ 4.0	- 16.2	- 15.5
Seattle	+ 1.6	+ 3.3	+ 5.6	- 15.2	- 16.4

LABOR STANDARDS UNDER THE DAVIS-BACON ACT

HENRY W. LEHMANN
BUREAU OF LABOR STATISTICS

The original Davis-Bacon Act became law on March 1931. It provided that all workers employed in the construction of Federal buildings be paid not less than the wages which prevailed in the community for identical occupations on similar types of work. In cases of dispute the Secretary of Labor was authorized to determine the prevailing wage. The application of the law was limited to contracts in excess of $5,000.

Prior to the passage of this statute the Government had no power to consider labor conditions under which Federal construction contracts were to be performed. Inasmuch as Government specifications are very precise and detailed and because of an increasing uniformity in the price of building materials, differences between the bids submitted by building contractors were most frequently based on varying estimates of labor costs. This, coupled with the legal requirement that contracts must be awarded to the lowest responsible bidder, gave advantage to the contractor who underpaid his employees. Contractors who attempted to maintain a just wage level were unable to compete with those who disregarded fair wage standards.

The original Davis-Bacon Act, however, did not sufficiently protect the workers. It had no specific penalties for employers who disobeyed the law. It merely required that contracts relating to the construction of Federal buildings stipulate that the prevailing rate of wages be paid. Moreover, the act did not protect workers against the practice of rebates or "kickbacks."

Investigation disclosed that employees on Federal contracts were often compelled to pay back to the employer a certain proportion of their stipulated weekly earnings. To meet this evasion of the law, Congress in 1934 passed a statute, sometimes known as the "kickback" law, which penalizes the contractor who attempts thus to deprive his workers of the wages to which they are entitled.

Another defect of the original law was that in cases of dispute the decision of the Secretary of Labor was effective only from the date of the dispute. It did not apply to the time that had elapsed from the beginning of the construction project up to the date of the dispute. Furthermore, the Government contracting agency had no authority to pay workers any back wages to which they were entitled because of being paid less than the prevailing wage.

These shortcomings of the Davis-Bacon Act were eliminated by Congress in August 1935. In addition, the principle of the prevailing wage was extended to include not only the construction of new Federal buildings, but also other Federal public works, as well as contracts for painting and decorating of old buildings. The revised law was made applicable to all such contracts in excess of $2,000.

Under the act as amended a new procedure has been established. The Secretary of Labor is now required to determine the prevailing rates of wages for each class of building laborers and mechanics in the locality in which a Federal construction project is undertaken. A schedule of wage rates based on such a determination must be included with the specifications which are sent out by the Government contracting agency inviting bids for the contract. Thus, all contractors who intend to submit bids are informed in advance as to the minimum

wage rates which must be paid to the different classes of workmen on the job.

METHODS OF DETERMINING THE PREVAILING WAGE

When a contract is to be let for a Federal construction project in excess of $2,000, the Government contracting agency must notify the Secretary of Labor of the type of work and the kind of workers the project will involve. The Solicitor of the Department of Labor, in whose office the administration of the act has been placed, then sets a date for a hearing on the prevailing rates of wages in the locality in which the building is to be constructed. Notices are sent out to the local building trades council, to the contractors' associations, and to other parties likely to have an interest in the determination of the prevailing local wage. The date and place of the hearing are announced in the local newspapers.

The hearings are conducted by a referee appointed for this purpose by the Secretary of Labor. They are very informal, although it is required that all testimony must be given under oath. Only evidence as to wage rates actually paid on specific projects is considered.

The information obtained at the hearing is supplemented and tested by additional investigations. Contractors, officers of local unions which have not been represented at the hearing, and public officials of the State labor department and of the employment service are interviewed. Wherever available, pay rolls are examined.

All the findings of the referee are then submitted for review to the Department of Labor. The Secretary of Labor makes the final decision and sets the rates, which are posted on the schedules to be submitted to each prospective bidder on the construction project.

The Davis-Bacon Act, as amended, also contains provisions inducing compliance with the law. The Government contracting agency may withhold from the employer such amounts of money as are necessary to pay workers the additional wages due them if the employer has paid them less than the contract wage. To make this effective the Comptroller General of the United States is authorized to pay directly to the men the sums owing to them. Where no funds are available for this purpose employees may bring court action against the contractor and his sureties, and, in accordance with the Heard Act, may intervene in any such action by the United States. The contractor cannot claim as a defense that the workers accepted or agreed to accept less than the required rate of wages, or that they voluntarily made refunds. The Government may also terminate the contract where it is found that wages less than the contract rate are being paid. Finally, the Government maintains a list of contractors who have not complied with the provisions of the act. Such contractors cannot obtain an award of a Federal contract until 3 years have elapsed from the date when their names first appeared on the list.

The amended Davis-Bacon Act became effective in September 1935. Since that date the Secretary of Labor has rendered more than 400 decisions on prevailing wages. As many as 100 such decisions have been made in a single month, and it is estimated that during the first year the total number of requests for the establishing of prevailing rates will exceed 2,000. It is therefore of the greatest importance for the proper functioning of the law that employees and contractors appear at the local hearings and present testimony with respect to the local wage rates. Such cooperation will greatly aid the work of the Department of Labor. It will minimize the number of wage disputes arising in the course of construction and thus prevent unnecessary stoppage of work. Moreover, the prompt presentation of all information will expedite the Government construction work and thus hasten the providing of jobs for building employees.

Business Profits and Losses in 1935

The aggregate net profits of 700 industrial and mercantile concerns, 149 class I railroads, and 60 public utilities in 1935 are estimated by the Federal Reserve Bank of New York at $1,568,000,000, as compared with $1,091,000,000 in 1934, $142,100,000 in 1932, and $3,926,000,000 in 1929. The 1935 net earnings of these corporations were thus nearly 44 percent larger than in 1934 and 11 times as large as in 1932. However, they were less than one-half as large as in 1929.

With the exception of class I railroads, which reported a small net deficit, all industrial groups showed profits in 1935. The net profits of automobiles, automobile parts, building supplies, clothing, electrical equipment, and machinery and tools were more than twice as large as in 1934. Three corporation groups -- agricultural implements, railroad equipment, and steel--each reported net profits in 1935 instead of the deficits which occurred in 1934.

NET PROFITS and LOSSES*

CORPORATION GROUPS	NUMBER OF COMPANIES	1929	1932	1934	1935
Total. . . .	909	$3,926,000,000	$142,100,000	$1,091,000,000	$1,568,000,000
Agricultural implements.	6	60,900,000	*22,600,000*	*1,200,000*	26,100,000
Automobiles	11	308,000,000	*23,100,000*	94,800,000	199,900,000
Automobile parts** . . .	48	99,100,000	*37,200,000*	28,400,000	61,600,000
Building supplies . . .	40	64,800,000	*29,200,000*	8,400,000	19,700,000
Chemicals and drugs . .	36	231,000,000	81,100,000	136,200,000	166,800,000
Clothing and textiles .	45	34,400,000	*24,800,000*	1,700,000	15,100,000
Electrical equipment . .	29	174,300,000	*18,600,000*	21,700,000	58,100,000
Food products	63	268,100,000	147,400,000	162,800,000	152,300,000
Household equipment . .	25	72,000,000	400,000	29,500,000	33,400,000
Leather and shoes . . .	11	3,700,000	*2,200,000*	3,600,000	7,000,000
Machinery and tools . .	46	71,500,000	*28,900,000*	8,900,000	24,600,000
Metals and mining . . .	43	205,700,000	*29,300,000*	79,600,000	106,400,000
Office equipment	11	45,200,000	200,000	17,300,000	23,000,000
Oil and petroleum . . .	34	104,300,000	7,500,000	24,400,000	46,400,000
Paper and paper products	15	7,500,000	*3,200,000*	4,700,000	5,700,000
Printing and publishing.	14	37,600,000	5,200,000	9,800,000	12,300,000
Public utilities*** . .	60	375,100,000	282,000,000	224,300,000	241,600,000
Railroads, class I . . .	149	896,800,000	*150,600,000*	*29,400,000*	*300,000*
Railroad equipment . . .	17	49,400,000	*10,300,000*	*1,100,000*	700,000
Steel	32	383,100,000	*147,400,000*	*13,200,000*	53,500,000
Stores	32	115,800,000	18,000,000	92,100,000	98,200,000
Tobacco	21	109,200,000	118,500,000	85,200,000	83,600,000
Miscellaneous	121	208,300,000	9,200,000	102,000,000	132,700,000

* *Losses in italic type.* ** *Inclusive of accessories and rubber tires and tubes.*
*** *Exclusive of telephone companies.*

EMPLOYMENT AND PAY ROLLS IN FEBRUARY 1936

No marked change occurred in employment and pay rolls of manufacturing and nonmanufacturing industries in February, as compared with the preceding month. Employment declined by nearly 33,000, but weekly wage disbursements advanced by about $1,500,000. About a quarter of a million more industrial workers had jobs this February than a year ago. Weekly pay rolls were $15,000,000 larger than in February 1935.

MANUFACTURING INDUSTRIES

Factory employment and pay rolls usually advance from January to February as the spring revival of business gets under way. This year, however, the usual seasonal pickup in employment and pay rolls was retarded by the severe winter weather which prevailed over large sections of the country. Additional retarding factors were labor disputes in some industries and the reduced activity in automobile manufacturing because of the earlier introduction of new models. As a result, employment and weekly pay rolls in February were less than one-half of 1 percent higher than in the previous month.

Approximately 6,985,000 workers were employed in manufacturing industries in February 1936. This was a gain of 28,400 workers from the preceding month. The weekly wage income of employed factory workers advanced from $146,900,000 in January to $147,000,000 in February.

Increases of more than 4 percent in employment and pay rolls from January to February occurred in the following industries --

	PERCENT OF INCREASE	
	EMPLOYMENT	PAY ROLLS
Locomotives	18.0	32.9
Shirts and collars	9.6	12.9
Stoves	9.0	22.0
Men's furnishings	7.6	13.6
Cigars and cigarettes . . .	7.3	5.8
Railroad repair shops . . .	4.4	11.5
Men's clothing	4.1	9.2
Women's clothing	4.1	6.3

The largest declines in employment and pay rolls were chiefly seasonal. Substantial reductions occurred in beet-sugar refining, cottonseed -- oil, cake, and meal, radios and phonographs, and silk and rayon manufacturing.

EMPLOYMENT

Employment in the **durable-goods industries** advanced by 5,800 in February. Aside from a decline of 14,100 workers in transportation equipment and no change in the nonferrous metals, the remaining groups of durable-goods industries reported increased employment during the month. The gains ranged from 700 in stone, clay, and glass and 900 in machinery manufacturing to 5,500 in lumber and 11,100 in railroad repair shops.

Approximately 227,000 more workers were employed in the durable-goods industries in February 1936 than in February 1935. Except for a loss of 1,700 workers in the transportation-equipment group, all durable-goods groups of industries reported increased employment. The gains in employment over the 12-month period were --

93,100 in machinery manufacturing
45,500 in iron and steel
37,600 in lumber
25,600 in railroad repair shops
22,000 in nonferrous metals
5,000 in stone, clay, and glass

In the **nondurable-goods industries** employment advanced by 22,600 between January and February. Gains of 16,300 workers in textiles, 4,500 in leather, 4,300 in tobacco, 3,700 in paper and printing, and 5,900 in the unclassified group more than offset employment losses of 9,900 in foodstuffs, 2,100 in chemicals, and 100 in rubber.

ESTIMATED EMPLOYMENT AND PAY ROLLS IN MANUFACTURING INDUSTRIES

FEBRUARY 1936, JANUARY 1936, and FEBRUARY 1935

INDUSTRY	NUMBER OF WORKERS EMPLOYED			AMOUNT OF WEEKLY PAY ROLL		
	FEBRUARY 1936*	JANUARY 1936‡	FEBRUARY 1935	FEBRUARY 1936*	JANUARY 1936‡	FEBRUARY 1935
All industries	6,984,200	6,955,800	6,821,300	$147,043,000	$146,917,000	$140,670,000
Durable-goods groups:	3,236,100	3,230,300	3,009,000	73,006,000	73,221,000	66,728,000
Iron and steel	652,900	651,200	607,400	16,102,000	15,880,000	14,548,000
Machinery	813,100	812,200	720,000	18,758,000	18,522,000	15,163,000
Transportation equipment	566,900	581,000	568,600	13,892,000	15,424,000	16,302,000
Railroad repair shops	280,600	269,500	255,000	7,853,000	7,080,000	6,510,000
Nonferrous metals	252,600	252,600	230,600	5,314,000	5,328,000	4,669,000
Lumber	491,300	485,800	453,700	7,669,000	7,613,000	6,446,000
Stone, clay, and glass	178,700	178,000	173,700	3,418,000	3,374,000	3,090,000
Nondurable-goods groups:	3,748,100	3,725,500	3,812,300	74,037,000	73,696,000	73,942,000
Textiles	1,565,900	1,549,600	1,603,300	25,689,000	25,056,000	26,766,000
Leather	290,500	286,000	296,300	5,589,000	5,526,000	5,763,000
Foods	608,700	618,600	631,000	12,915,000	13,304,000	12,769,000
Tobacco	76,500	72,200	79,300	966,000	928,000	908,000
Paper and printing	521,500	517,800	513,600	13,215,000	13,111,000	12,501,000
Chemicals	363,200	365,300	364,300	8,112,000	8,149,000	7,751,000
Rubber	110,000	110,100	113,100	2,396,000	2,435,000	2,493,000
Unclassified	211,800	205,900	211,400	5,155,000	5,187,000	4,991,000

* *Preliminary* ‡ *Revised*

About 64,200 fewer workers had jobs in the nondurable-goods industries this February than in February a year ago. Employment increases of 7,900 workers in paper and printing and 400 in the unclassified industries were offset by losses of --

37,400 in textiles
22,300 in foodstuffs
5,800 in leather
3,100 in rubber
2,800 in tobacco
1,100 in chemicals

PAY ROLLS

Despite the slight gain in the number of workers employed, the irregularity of employment resulting from weather conditions caused a decline in weekly pay rolls in the durable-goods industries of $215,000 in February. Weekly pay rolls were reduced by $1,530,000 in transportation equipment and $14,000 in nonferrous metals. They were increased by $773,000 in railroad repair shops, $236,000 in machinery manufacturing, $222,000, in iron and steel, $56,000 in lumber, and $44,000 in stone, clay, and glass.

As compared with February of a year ago, weekly pay rolls in February 1936 were up by nearly $6,280,000. Transportation-equipment workers received $2,410,000 less per week this February than in the corresponding month a year ago. In the other durable-goods groups the weekly wage income of the workers employed increased by amounts ranging from $328,000 in stone, clay, and glass and $645,000 in nonferrous metals to $1,550,000 in iron and steel and $3,595,000 in machinery manufacturing.

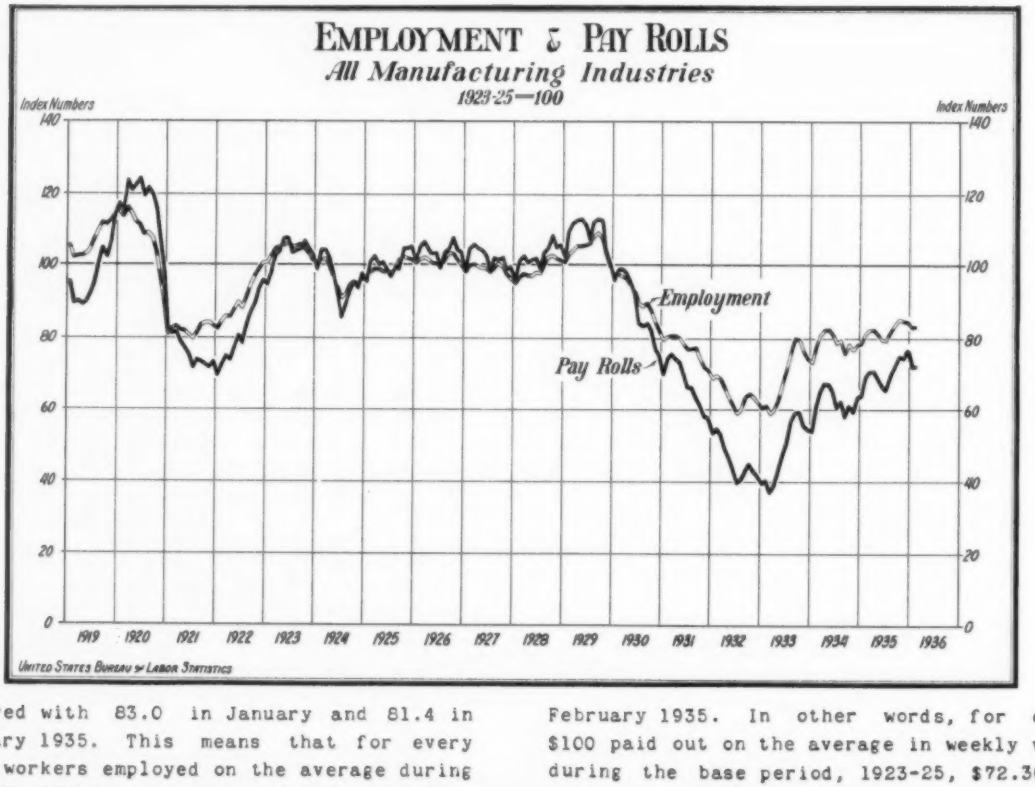
The total weekly income of wage earners in the **nondurable-goods industries** advanced by $341,000 from January to February 1936. The largest increases in pay-roll expenditures over the month ($633,000) occurred in textiles. Smaller gains were reported in paper and printing ($104,000), leather ($63,000), and tobacco ($38,000). The sharpest decline ($389,000) occurred in the food industry.

Over the 12-month period, February 1935 to February 1936, pay-roll disbursements by nondurable-goods industries rose from $73,940,000 to $74,035,000. Pay-roll losses of $1,077,000 in textiles, $174,000 in leather, and $97,000 in rubber were balanced by gains of $714,000 in paper and printing, $361,000 in chemicals, $146,000 in foodstuffs, $58,000 in tobacco, and $164,000 in the unclassified group.

TREND OF EMPLOYMENT AND PAY ROLLS IN MANUFACTURING INDUSTRIES

Employment in manufacturing industries increased slightly between January and February 1936. It was 2.3 percent higher in February 1936 than in February 1935. The Bureau of Labor Statistics preliminary employment index for February was 83.3, as compared with 83.0 in January and 81.4 in February 1935. This means that for every 1,000 workers employed on the average during 1923-25, 833 persons had jobs in February, 830 in January, and 814 in February a year ago.

The weekly wage income of workers employed in manufacturing industries in February was about the same as in the previous month and 5 percent higher than in February 1935. The February pay-roll index was 72.3, as against 72.2 in January and 69.1 in February 1935. In other words, for every $100 paid out on the average in weekly wages during the base period, 1923-25, $72.30 was paid out in February, $72.20 in January of this year, as compared with $69.10 in February of last year.



HOURS OF WORK AND EARNINGS IN MANUFACTURING INDUSTRIES

Workers employed in manufacturing industries in February 1936 averaged 37.5 hours of work per week -- about ½ hour more per week than in January 1936 and 1 hour more per week than in February 1935. Hourly earnings remained unchanged at approximately 57 cents in January and February. They averaged ½ cent more than in February 1935. Factory workers made on the average $21.40 per week in February 1936, as against $21.30 per week in the previous month and $20.95 per week in February a year ago.

In the five selected durable-goods industries the average weekly hours and hourly and weekly earnings in February 1936 were --

Weekly hours:
- 40.5 in foundries and machine shops
- 38.5 in sawmills
- 37.5 in brick manufacturing
- 37.5 in blast furnaces and rolling mills
- 32.5 in automobiles

Hourly earnings (in cents):
- 75.5 in automobiles
- 65.5 in blast furnaces and rolling mills
- 59.5 in foundries and machine shops
- 45.0 in sawmills
- 44.5 in brick manufacturing

Weekly earnings:
- $24.65 in automobiles
- 24.55 in blast furnaces and rolling mills
- 24.15 in foundries and machine shops
- 17.15 in sawmills
- 16.35 in brick manufacturing

Average weekly hours of work and hourly and weekly earnings in the five selected nondurable-goods industries in February 1936 were --

Weekly hours:
- 41.0 in paper and pulp
- 39.5 in slaughtering and meat packing
- 37.0 in cotton-goods manufacturing
- 35.0 in petroleum refining
- 33.0 in tires and inner tubes

Hourly earnings (in cents):
- 82.5 in tires and inner tubes
- 81.5 in petroleum refining
- 56.0 in slaughtering and meat packing
- 53.0 in paper and pulp
- 37.0 in cotton-goods manufacturing

Weekly earnings:
- $27.90 in petroleum refining
- 26.90 in tires and inner tubes
- 22.45 in slaughtering and meat packing
- 21.70 in paper and pulp
- 13.60 in cotton-goods manufacturing

Due to curtailed production during the month, because of earlier introduction of new models, automobile workers averaged 7 hours less per week this February than in the corresponding month a year ago. Hours of employment in tires and inner tubes averaged the same as in February 1935. In the remaining eight selected industries the weekly hours of work were longer than in February 1935. The increases ranged from ½ hour per week in petroleum refining to 4 hours per week in foundries and machine

HOURS OF WORK AND EARNINGS IN LEATHER AND RUBBER MANUFACTURES

INDUSTRY	HOURS OF WORK			HOURLY EARNINGS			WEEKLY EARNINGS		
	FEBRUARY 1936	JANUARY 1936	FEBRUARY 1935	FEBRUARY 1936	JANUARY 1936	FEBRUARY 1935	FEBRUARY 1936	JANUARY 1936	FEBRUARY 1935
				Cents	*Cents*	*Cents*			
Leather boots and shoes .	37.0	37.5	37.5	50.0	50.0	51.0	$18.60	$18.55	$19.15
Leather	39.0	39.5	37.5	55.0	55.5	57.0	21.50	21.95	21.20
Rubber boots and shoes .	37.0	38.5	36.0	52.0	52.0	51.0	19.30	20.00	18.35
Tires and inner tubes . .	33.0	33.0	33.0	82.5	82.5	87.0	26.90	27.05	28.55
Other rubber goods . . .	38.5	38.5	36.5	52.5	53.0	52.0	20.00	20.25	19.15

shops and sawmills, and 5 hours per week in brick manufacturing.

Five of the 10 selected industries reported higher hourly earnings this February than in February a year ago. These gains varied in amounts from ½ cent per hour in paper and pulp and slaughtering and meat packing to 5½ cents per hour in automobiles. Reductions in hourly earnings ranged from ½ cent per hour in machine shops to 4½ cents per hour in tires and inner tubes.

Automobile workers averaged $3.20 less per week this February than a year ago. In the other nine selected industries advances in the weekly wage income of workers varied in amounts from 10 cents in cotton-goods manufacturing to $2.20 in sawmills and foundries and machine shops.

EMPLOYMENT, PAY ROLLS, WAGES, AND HOURS IN SELECTED NONMANUFACTURING INDUSTRIES

INDUSTRY	FEBRUARY 1936*	JANUARY 1936‡	FEBRUARY 1935
RETAIL TRADE			
Employment.....	3,138,800	3,161,300	3,101,900
Weekly pay roll.	$56,522,000	$57,039,000	$54,480,000
Weekly hours....	43.5	43.5	41.0
Hourly earnings.	$0.52	$0.52	$0.54
Weekly earnings.	$21.10	$21.20	$20.20
WHOLESALE TRADE			
Employment.....	1,364,300	1,378,900	1,357,800
Weekly pay roll.	$38,552,000	$38,552,000	$37,395,000
Weekly hours....	42.0	41.5	40.5
Hourly earnings.	$0.67	$0.66	$0.65
Weekly earnings.	$27.80	$27.60	$26.25
STEAM RAILROADS			
Employment.....	1,018,000	970,000	957,000
Weekly pay roll.	$22,500,000	$22,490,000	$20,480,000
Weekly earnings.	$21.90	$23.50	$20.60
BITUMINOUS COAL			
Employment.....	267,900	266,000	272,000
Weekly pay roll.	$8,677,000	$7,771,000	$7,307,000
Weekly hours....	33.0	29.5	30.0
Hourly earnings.	$0.77	$0.78	$0.72
Weekly earnings.	$24.85	$22.65	$21.10
TELEPHONE & TELEGRAPH			
Employment.....	274,700	275,700	275,200
Weekly pay roll.	$11,019,000	$10,845,000	$10,541,000
Weekly hours....	38.5	38.5	38.5
Hourly earnings.	$0.77	$0.78	$0.74
Weekly earnings.	$29.20	$28.80	$27.65

INDUSTRY	FEBRUARY 1936*	JANUARY 1936‡	FEBRUARY 1935
HOTELS			
Employment.....	240,900	238,800	236,000
Weekly pay roll.	$3,287,000	$3,208,000	$3,139,000
Weekly hours....	48.5	48.5	47.5
Hourly earnings.	$0.29	$0.29	$0.28
Weekly earnings.	$14.10	$13.90	$13.65
POWER and LIGHT			
Employment.....	275,500	275,500	268,000
Weekly pay roll.	$8,052,000	$8,061,000	$7,442,000
Weekly hours....	39.5	39.0	39.5
Hourly earnings.	$0.79	$0.80	$0.75
Weekly earnings.	$31.45	$31.65	$29.50
ELECTRIC RAILROADS			
Employment.....	191,400	188,800	189,600
Weekly pay roll.	$5,841,000	$5,559,000	$5,296,000
Weekly earnings.	$30.85	$29.70	$28.30
LAUNDRIES			
Employment.....	189,400	190,100	185,600
Weekly pay roll.	$2,984,000	$3,006,000	$2,821,000
Weekly hours....	41.5	41.5	40.5
Hourly earnings.	$0.37	$0.37	$0.36
Weekly earnings.	$15.65	$15.90	$15.20
DYEING & CLEANING			
Employment.....	41,500	42,300	41,100
Weekly pay roll.	$715,000	$753,000	$727,000
Weekly hours....	40.0	41.0	40.5
Hourly earnings.	$0.44	$0.42	$0.42
Weekly earnings.	$17.05	$17.40	$17.40

* *Preliminary* ‡ *Revised*

Business and Economic Conditions in February 1936

AGRICULTURE

Farm Income. The cash income of farmers from the sale of farm produce in February was estimated by the Department of Agriculture at $469,000,000, as compared with the revised estimate of $558,000,000 in January 1936 and $402,000,000 in February a year ago. No rental and benefit payments were disbursed to farmers in February.

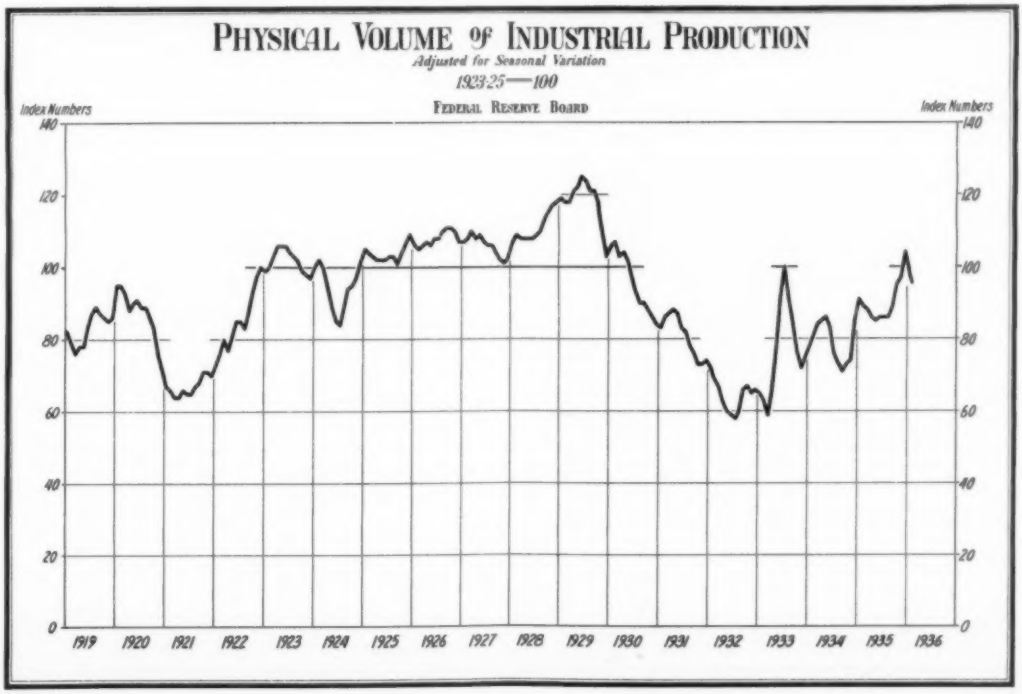
INDUSTRY AND TRADE

The total volume of industrial production in February declined slightly from the previous month. Automobile assemblies were substantially lower than in January, while operations at steel mills increased by less than the usual seasonal amount.

Activity in cotton-textile mills, which usually increases in February, decreased somewhat, and at silk mills the decline was more than seasonal. Production at woolen mills, however, advanced by the normal seasonal amount.

Output of anthracite and bituminous coal, stimulated by cold weather, rose sharply. Freight-car loadings remained at about the same level as in the previous month. Department store sales also reflected little change from January.

The Federal Reserve Board's seasonally adjusted index of industrial production based on 1923-25 as 100, was 95 in February, as compared with 98 in January 1936, and 89 in February a year ago. The volume of industrial production this February was thus about 3 percent smaller than in the preceding month, but was nearly 7 percent larger than in February 1935.



Automobiles. Production of passenger cars and trucks in February is estimated at slightly more than 290,000 units -- 77,000 cars less than in the preceding month, 117,000 less than in December 1935, and 45,000 less than in February a year ago.

Bituminous Coal. Output of bituminous coal in February amounted to 41,290,000 tons. This was approximately 2,000,000 tons more than in the previous month and about 6,500,000 tons more than in February 1935.

Building Permits. The value of building construction for which permits were issued in February in 1,400 cities of more than 2,500 population totaled $86,640,000, as against $87,890,000 reported by the same cities in the previous month. It was 87 percent greater than in the corresponding month of 1935.

Electric Power. Consumption of electricity during February remained practically unchanged from the preceding month. Output averaged 1,937 million kilowatt hours per week in February, as compared with 1,939 million kilowatt hours per week in January, and 1,747 million kilowatt hours per week in February a year ago.

Railroad Freight Car Loadings. Class I railroads averaged 628,300 freight cars loaded per week in February. This was about 33,300 cars per week more than in January, and nearly 46,000 cars per week more than in February 1935.

Retail Trade. The value of sales of two large mail order houses is estimated at $45,440,000 in February. Sales in January totaled $46,180,000, and in February 1935, $41,570,000.

Steel. Approximately 2,970,000 tons of steel ingots were produced in February -- 81,000 tons less than in January 1936, but 190,000 tons more than in February 1935.

FEDERAL GOVERNMENT EMPLOYMENT AND RELIEF IN FEBRUARY 1936

The Works Program. Approximately 3,200,000 persons were given employment in February on the various projects administered by The Works Program. This was an increase of about 195,000 over the previous month. Pay-roll disbursements were estimated at $148,800,000 in February, as against $138,000,000 in January.

Slightly more than one-third of all workers were employed on highway, road, and street projects. The February pay roll for this group totaled $50,510,000. Sewing, canning, and gardening projects provided work for 335,100 persons at an aggregate wage of $13,300,000. Professional, technical, and clerical work supplied jobs to 312,000 persons. They received a total wage of $15,260,000.

Public Works. About 177,000 persons were employed at the site of P.W.A. construction projects in February, as compared with 198,000 in January. Pay-roll disbursements totaled $12,220,000 in February, as against $14,400,000 in the preceding month.

Emergency Conservation Work. During the month of February slightly more than 452,000 workers and officers, supervisors, and instructors in Civilian Conservation Camps received wages totaling $20,450,000. In January approximately 476,000 persons were employed at a pay roll of $21,400,000.

Emergency Relief. Preliminary reports received by the Federal Emergency Relief Administration indicate that the number of families and single persons receiving emergency relief from public funds in 136 cities declined 15.2 percent. Obligations incurred for emergency relief declined 4.7 percent. Approximately $28,500,000 was expended on 1,066,000 relief cases in January, as compared with $27,170,000 on 1,011,000 cases in February.

WHAT HAPPENED TO PRICES IN FEBRUARY 1936

Wholesale Prices. Wholesale commodity prices, averaged for the country as a whole, remained unchanged from January to February 1936. They averaged about 1.4 percent higher than in February 1935. The Bureau of Labor Statistics index of wholesale prices was 80.6 in January and February of this year, as compared with 79.5 in February of last year and 100 in 1926. This means that the same commodities which cost $100 at the wholesale price prevailing in 1926 could be purchased for $80.60 in January and February of this year and $79.50 in February of last year.

INDEX OF WHOLESALE PRICES

ITEM	1926	FEBRUARY 1936	FEBRUARY 1935	INCREASE (+) OR DECREASE (-) FEBRUARY 1935 TO FEBRUARY 1936
	Index	*Index*	*Index*	*Percent*
All commodities	100	80.6	79.5	+ 1.4
Farm products	100	79.5	79.1	+ .5
Raw materials	100	79.1	77.4	+ 2.2
Semimanufactured articles	100	74.6	71.7	+ 4.0
Finished products	100	82.2	81.5	+ .9

Retail Food Prices. The average retail price of 84 food items in 51 cities located throughout the United States declined slightly from January to February. It was about 1 percent higher this February than in the corresponding month a year ago. The Bureau of Labor Statistics revised index of retail food prices was 74.5 in February 1936, as against 74.8 in the preceding month, 73.6 in February 1935, and 100 in 1926. In other words, this means that for every dollar's worth of foodstuffs purchased in retail markets in 1926 consumers paid 74.5 cents in February, 74.8 cents in January 1936, and 73.6 cents in February 1935.

AVERAGE RETAIL FOOD PRICES FOR THE COUNTRY AS A WHOLE

ITEM	RETAIL PRICE		INCREASE (+) OR DECREASE (-) FEBRUARY 1935 TO FEBRUARY 1936	
	FEBRUARY 1936	FEBRUARY 1935		
	Cents	*Cents*	*Cents*	*Percent*
Bread, pound	8.3	8.3	*No change*	*No change*
Butter, pound	42.7	42.3	+ 0.4	+ 0.9
Milk, quart	11.8	11.8	*No change*	*No change*
Eggs, dozen	38.7	39.1	- 0.4	- 1.0
Potatoes, pound	2.4	1.7	+ .7	+ 41.2
Lard, pound	16.6	18.2	- 1.6	- 8.8
Pork chops, pound	32.6	31.0	+ 1.6	+ 5.2
Round steak, pound	33.5	34.4	- .9	- 2.6
Sugar, pound	5.6	5.4	+ .2	+ 3.7
Coffee, pound	24.2	27.4	- 3.2	- 11.7

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